

# ODOT Federal Aid Urban Boundary and Functional Classification Update

Webinar

June 28, 2023

1:00 – 2:30 PM

***This webinar is being recorded***



# Agenda

- 5 Minutes **Project Team Introductions**
- 20 Minutes **Overview and Purpose of the Project  
-- What? Why?**
- 10 Minutes **Roles and Responsibilities / Schedule**
- 40 Minutes **Examples**
- 15 Minutes **Question and Answer**

***Note: This webinar is being recorded***

# Project Team

## Project Management Team (PMT)

### ODOT HQ

- Review of work products
- Coordination with FHWA

### ODOT Road Inventory & Classification Services (RICS)

- Final review of FAUBs/FFCs
- Technical expertise

### David Evans and Associates, Inc.

- Statewide coordination
- GIS Tool development

## MPO/LPA Resources

### ODOT Region Primary Contacts

- Primary point of contact for MPOs/Local Public Agencies (LPAs)\*
- Liaison to the PMT
- Organized by ODOT Regions

*\*Coordination with Region 1 LPAs outside Metro will primarily coordinate with Consultant team.*

# Introduction

- The Census revises urban areas every 10 years based on population counts from the decennial census.
- The Federal Highway Administration (FHWA) requires state DOTs use the census data/revised urban areas to review and update all Federal Aid Urban Boundaries (FAUB)
- Along with FAUB updates, a review and update of the federal functional classification (FFC) is also completed.
  - *FFC updates can (and should) be done at any time – no need to wait 10 years!*
- Public Project website:  
<https://www.oregon.gov/odot/Planning/Pages/FAUB-FFC-Update.aspx>



# What are FAUBs?

- Federal Aid Urban Boundaries (FAUB) are boundaries that FHWA uses to distinguish between urban and rural for FHWA programs, including Federal Functional Classification (FFC).
- 2020 FHWA Urban Area Definition is population of at least 5,000
- ODOT has historically adjusted the census-defined urban boundaries to better serve transportation planning needs.



# Why does this matter? (FAUBs)

FHWA programs that are impacted by adjustments to FAUBs:

- **Highway Functional Classification**
- **Highway Performance Monitoring System (HPMS) Reporting**
- **Critical Freight Corridors**
- **Surface Transportation Block Grant (STBG) Apportionment**  
**Formula:** Urban area boundary adjustments affect where funds may be spent within a State, not how much funding the State receives.
- **STBG Special Rule for Areas Less Than 50,000**
- **Congestion Mitigation and Air Quality Improvement (CMAQ) Traffic Congestion Performance Measures**
- **Control of Outdoor Advertising**



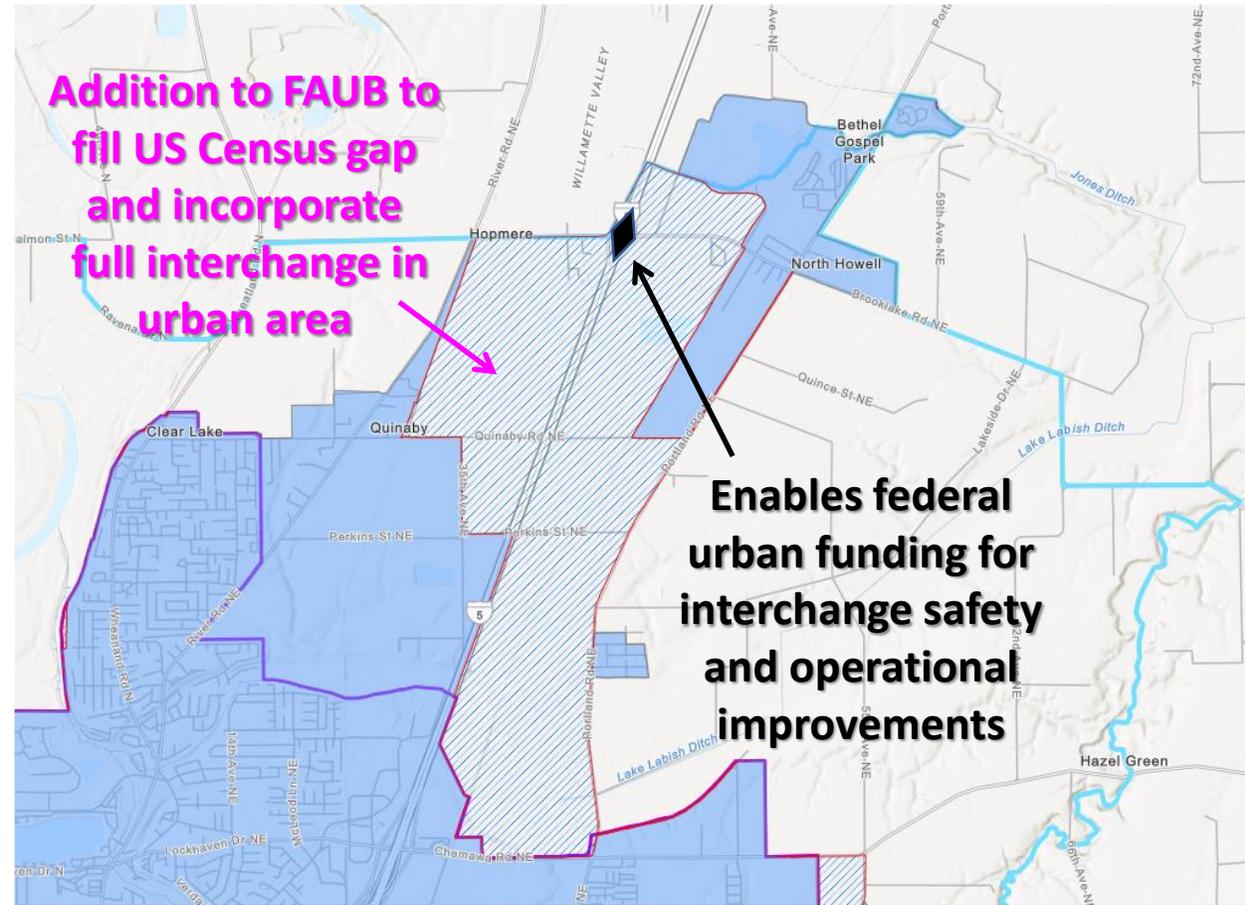
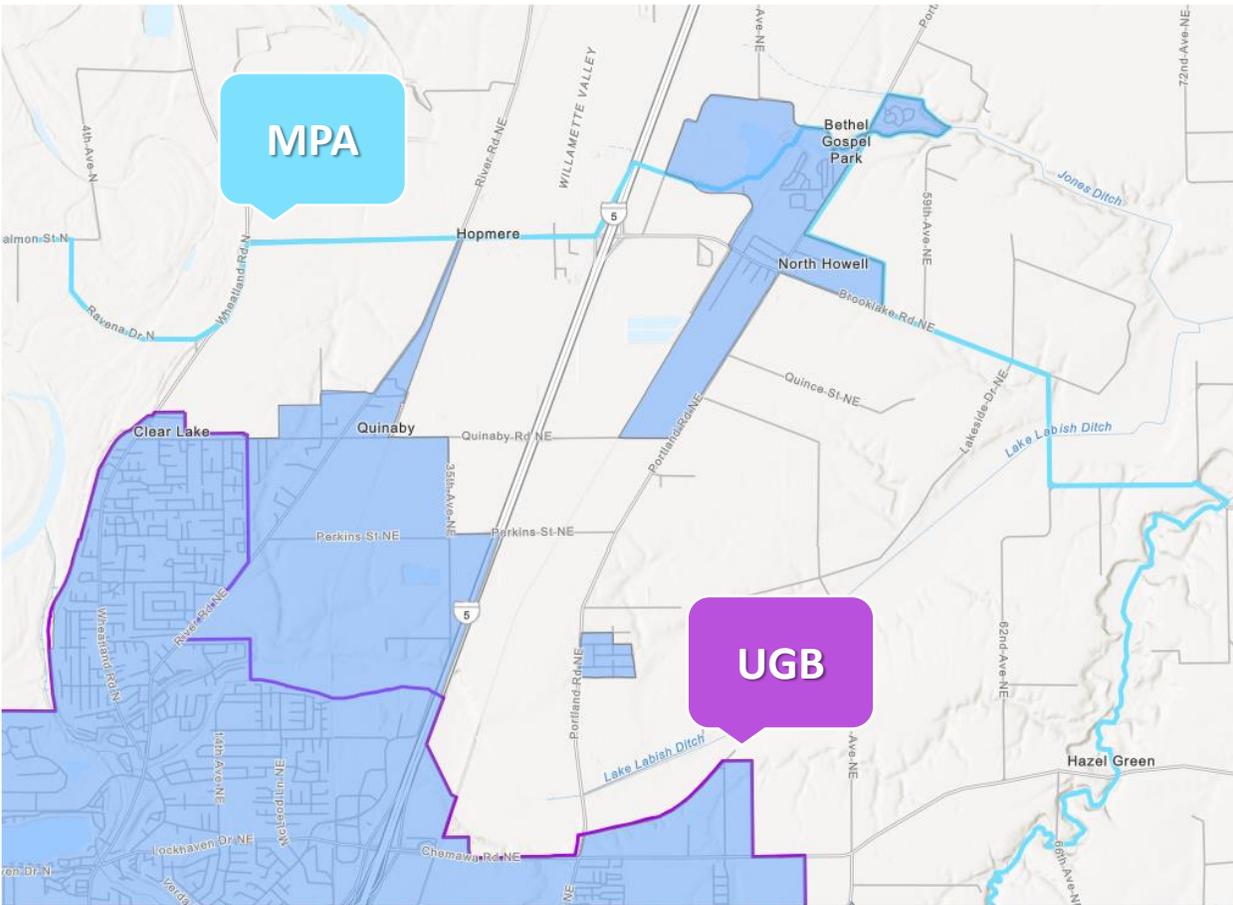
# Why does this matter? (FAUBs)

States, MPOs, and local governments may choose to make boundary adjustments for a variety of reasons, including, but not limited to:

- Aligning urban area boundaries with existing planning boundaries (e.g., MPA boundaries, local municipal boundaries),
- Addressing irregularities in urban area boundary shapes,
- Including transit routes and/or traffic generators,
- Incorporating local knowledge of urban form (e.g., current and future land use), and/or
- Fostering an inclusive, effective, and comprehensive transportation planning process



# Why does this matter? (FAUB)



# What are FFCs?

- Federal Functional Classification (FFC) groups streets and roadways by similar characteristics of mobility and/or land access.

FHWA Guidance:

[https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section00.cfm](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section00.cfm)

- FFC carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development.



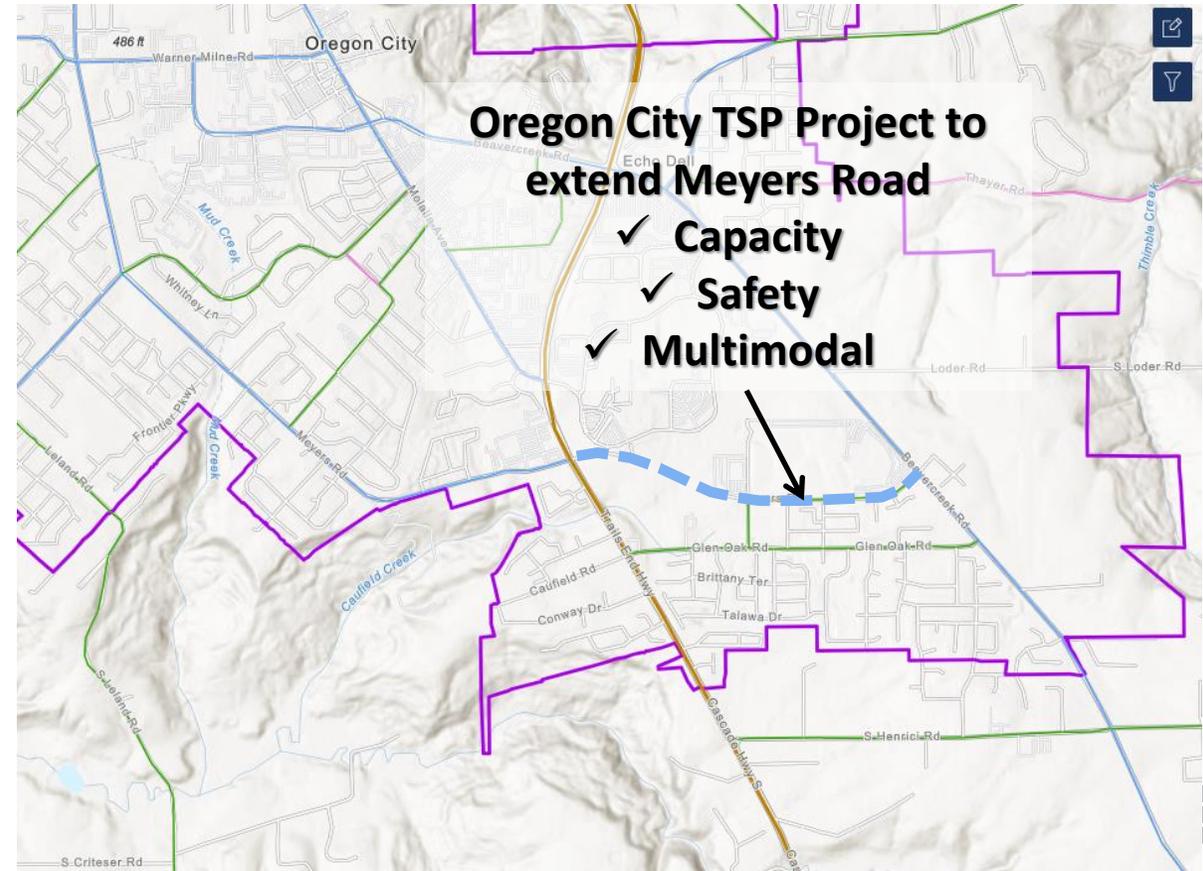
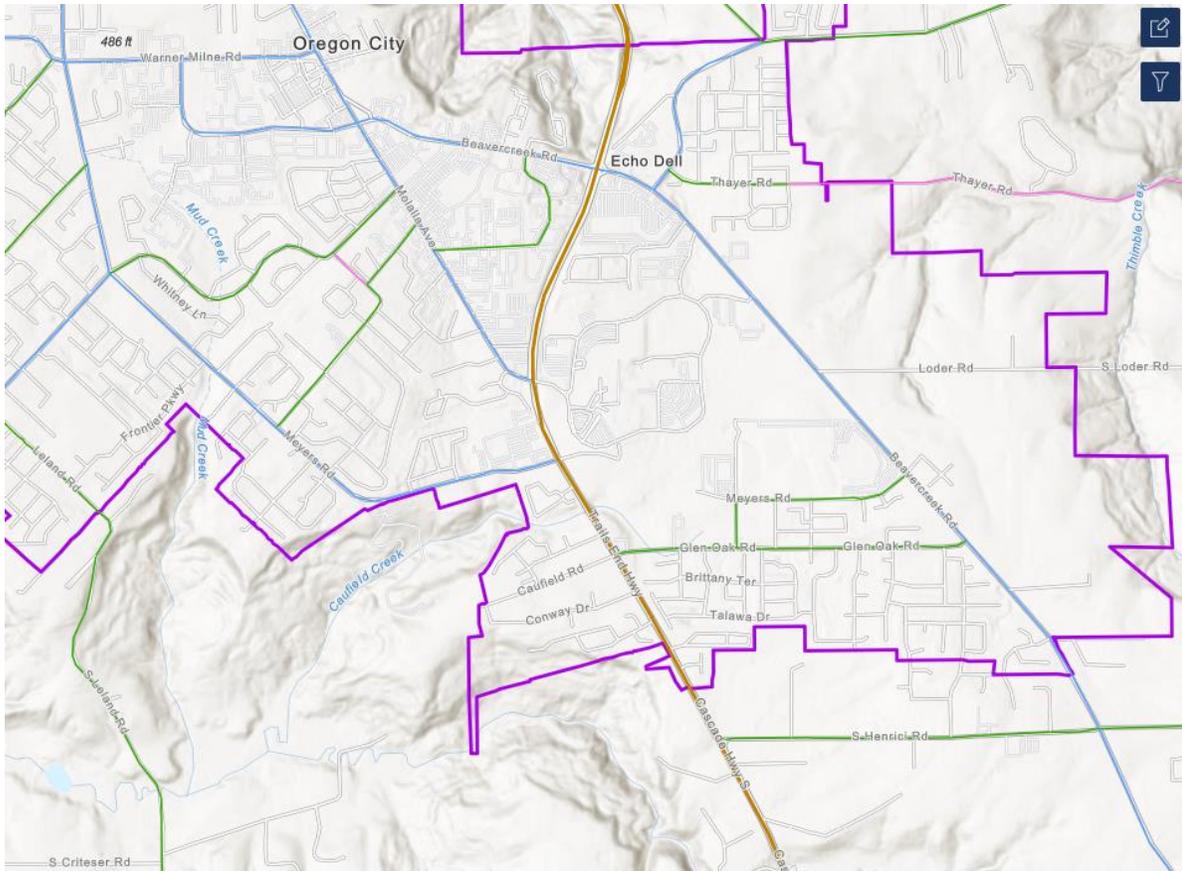
# Why does this matter? (FFCs)

States, MPOs, and local governments may update FFCs for a variety of reasons, including, but not limited to:

- Federal legislation uses FFC to determine eligibility for funding for most FHWA funding categories, including Federal Aid
  - All functional classifications except Rural Minor Collectors and Local roads are eligible for Federal Aid.
- Consistency between adjacent jurisdictions
  - ODOT still allows flexibility for LPAs to establish their own design standards/guidance, but consistency in FFC can reduce drastic differences between jurisdictions.
- Implications to ODOT travel demand model forecasting (which can impact development review, long-range planning forecasts)



# Why does this matter? (FFC)



# Who Helps on the Project ?

## Project Management Team - **PMT**

ODOT APM,  
RICS &  
Consultant

Draft &  
Implement  
Work Plan  
Statewide  
Coordination

## Region Primary Contacts - **RPC**

Region  
Planning  
Managers  
(or Designee)

Liaison w/  
MPOs/  
LPAs

## Local Public Agencies - **LPA**

### MPOs

Standing  
Technical  
Advisory  
Committee

FAUB/FFC  
Updates  
within MPO  
Areas

### Cities

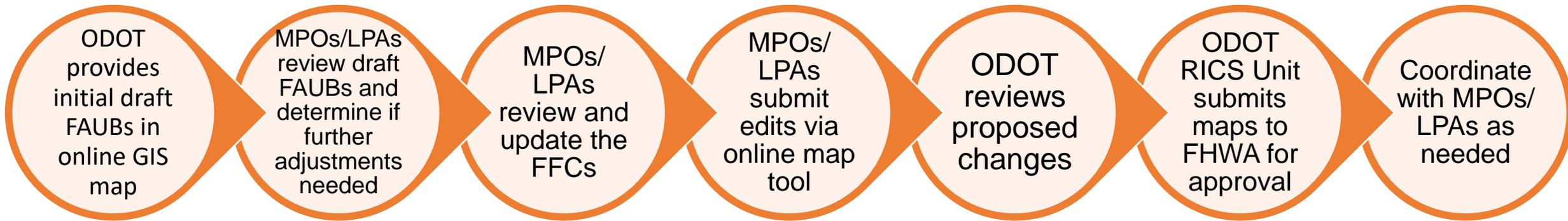
Local Government  
Representatives

Adjust/Confirm recommended  
adjustments to FAUBs and FFCs

### Counties\*

\* Counties help coordinate FC crossover to intra-county urban areas and neighboring rural counties

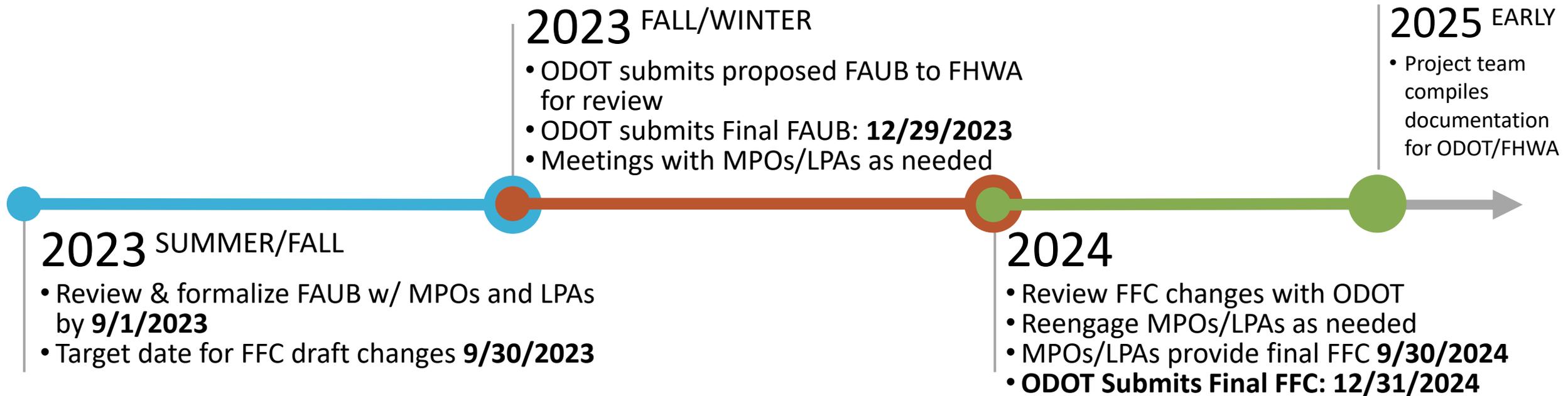
# Process Overview



- If needed, evaluate the NHS status of roads in their area.



# Project Schedule

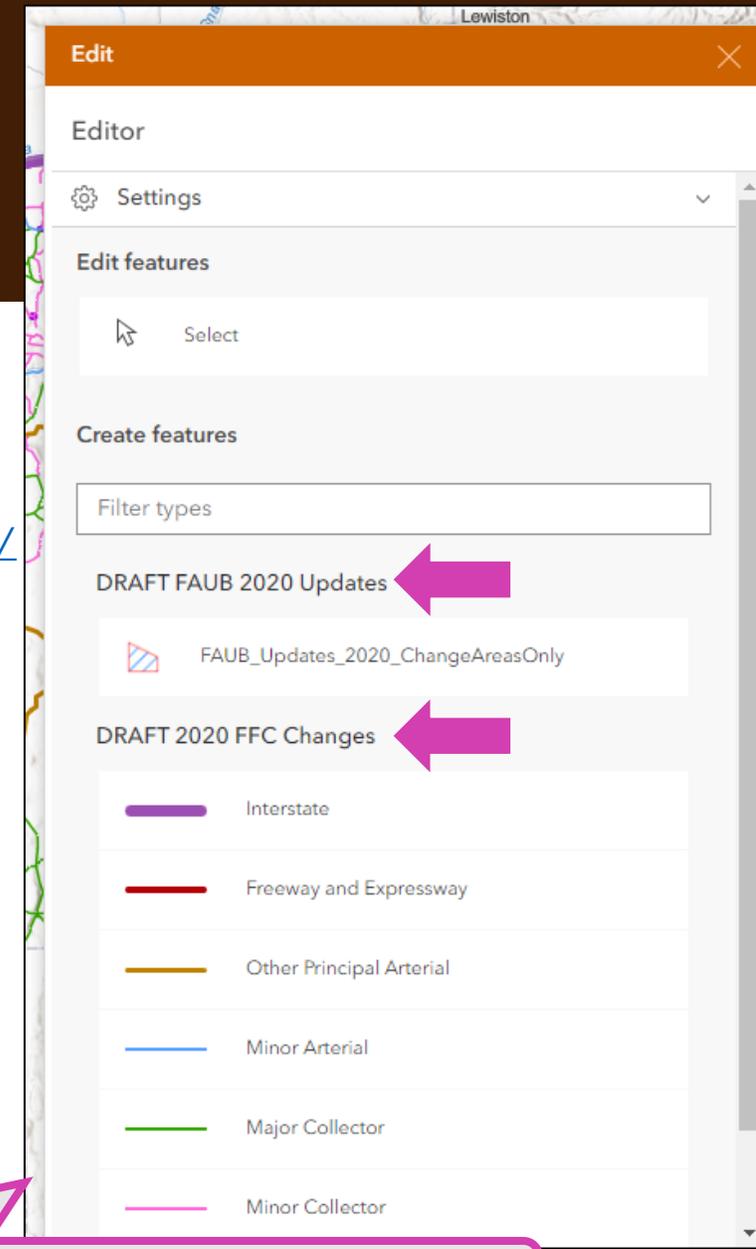


## KEY TAKEAWAYS:

- ▶ **FAUBs must be finalized this year**
- ▶ Most FFCs changes should be identified by 2023, allowing time for collaboration on any complex changes before the end of 2024.

# How to submit edits

- Project team has prepared instructions within the webmap:
  - <https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7/>
- GIS edits are preferred, but we can be flexible if changes need to be submitted another way
  - GIS Shapefiles
  - External excel file (like 2010)
  - Marked up PDFs/maps



Suggest changes via webmap edit tool

# Examples

For statewide consistency, and as an attempt to reduce the burden on local agencies, the PMT has prepared draft “smoothed” FAUB boundaries for MPO/LPA review. The ODOT smoothing process began with the 2020 Census cluster boundary as the federally-required minimum. ODOT also included the broadest extent of each of the following layers in the smoothed boundaries:

- City Limits
- Urban Growth Boundary
- MPO (most recent version available)
- 2010 FAUB (the urban boundary that is being replaced is available for reference.)



# Federal Aid Urban Boundaries - Updates

## Reasons to expand

- Align with existing planning boundaries
- Incorporate local knowledge of landscape
- Address irregularities in the boundary shapes
- Maintain consistency with ODOT functional classifications

## Adjustment Considerations

- Include entire municipality
- Include areas with urban characteristics
- Includes significant traffic generators
- Boundaries should be simple, without irregularities
- Boundaries should not split roadways or ramps
- Boundaries should be one contiguous area

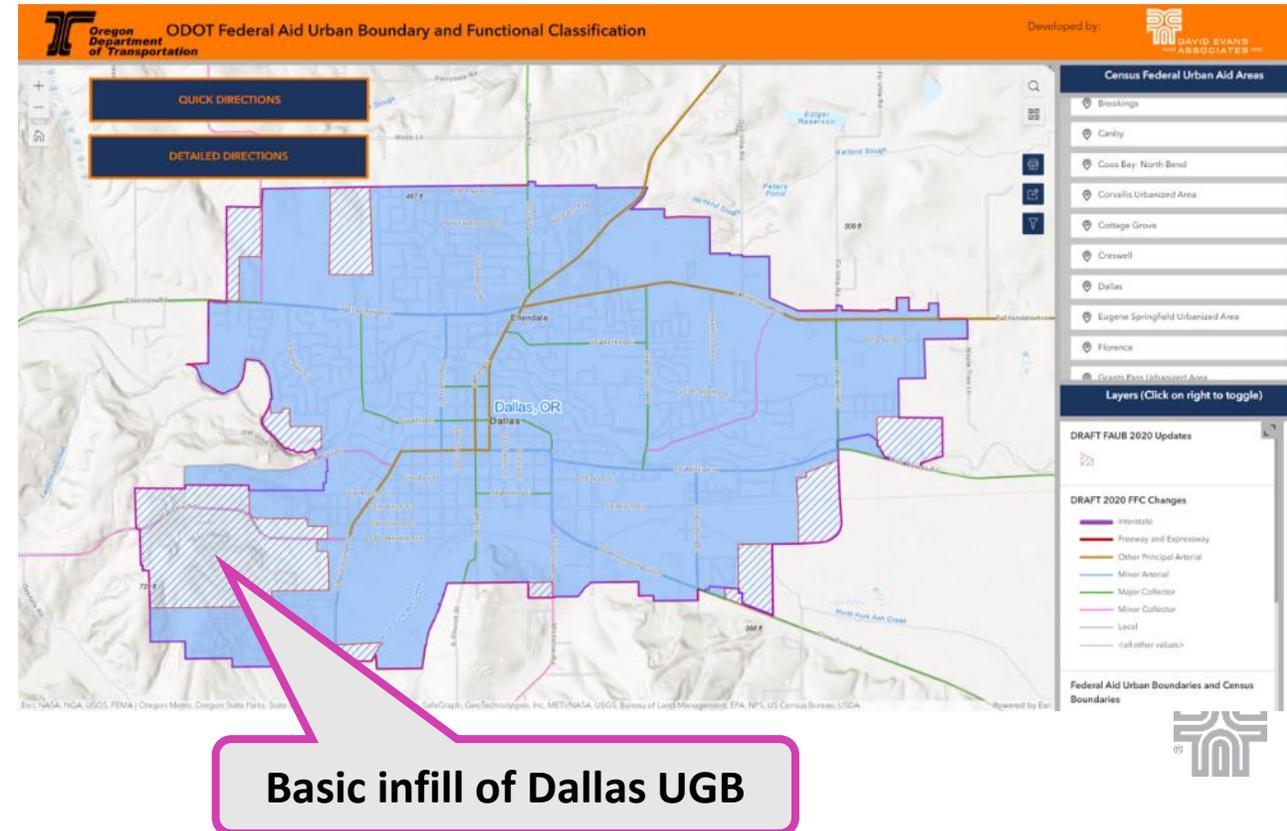


# Federal Aid Urban Boundaries - Updates

- **EXAMPLE: Dallas**

## Reasons to expand (EXAMPLE)

- Align with existing planning boundaries

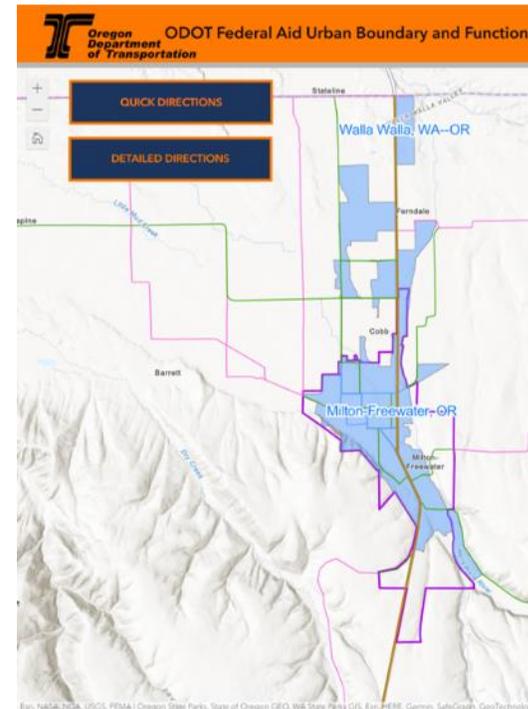


# Federal Aid Urban Boundaries - Updates

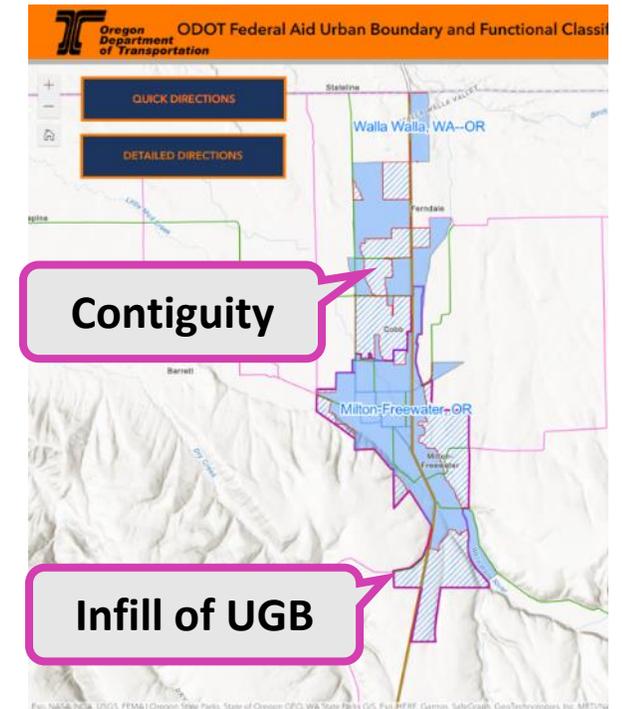
## Adjustment Considerations (EXAMPLE)

- Boundaries should be simple, without irregularities
- Boundaries should not split **roadways** or ramps
- Boundaries should be one contiguous area

## • EXAMPLE: Milton-Freewater



From Census



FAUB Team Refinements

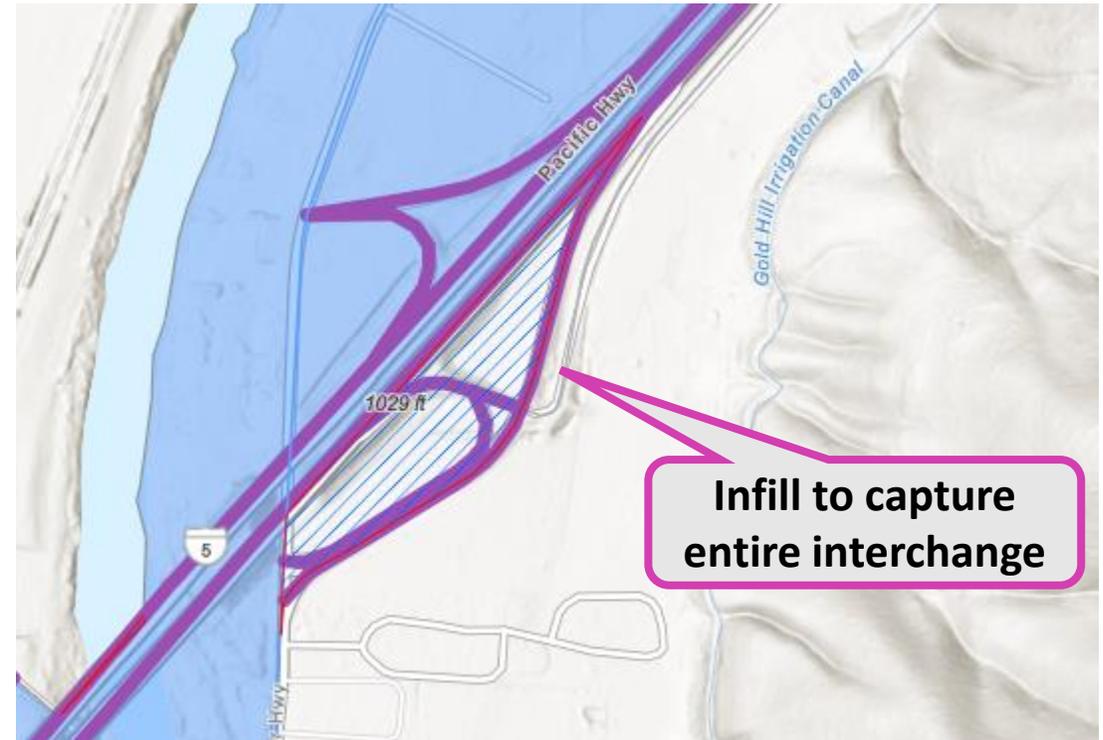


# Federal Aid Urban Boundaries - Updates

## Adjustment Considerations (EXAMPLE)

- Boundaries should not split roadways or ramps

- **EXAMPLE: Rogue River (Exit 45A)**



# FAUBs and MPOs

- If an urban area is located outside of an MPO, the local agencies coordinate urban area adjustments with ODOT
- If an urban area is within an MPO, local agencies coordinate with their MPO and ODOT.
- MPO boundaries can include multiple urbanized areas



# Key Considerations for Adjusting FAUBs

- FAUBs must encompass the entire Census-defined urban area
- Each FAUB should only be associated with one Census-defined urban area
- Coordination between states is needed for multi-state urban areas
- Adjustment of Census urban areas need to be defined by the latest urban areas (2020, not 2010)
  - Previous decennial Census Urban Areas are irrelevant
  - Start with the latest (2020) decennial Census urban areas

# Federal Functional Classification - Updates

- Maintain consistency with TSP functional classifications and ODOT database.
- Must reflect the **current** function.
- Planned roads can only be included if in the STIP (or other capital improvement plan)/funded to be built in the next 5 years.

- **EXAMPLE:** Milton-Freewater

The screenshot displays the ODOT Federal Aid Urban Boundary and Functional Classification web application. On the left, a map shows the Milton-Freewater area with various road segments highlighted in different colors (green, blue, purple, orange). Two 'Edit feature' forms are overlaid on the right side of the screen. The top form is for 'AGENCY INFORMATION' and the bottom form is for 'FFC CHANGE REQUEST'. The 'FFC TYPE PROPOSED' dropdown menu in the bottom form is highlighted with a red box, showing 'Minor Arterial' selected.

**AGENCY INFORMATION - information about agency requesting change**

AGENCY: City of Milton-Freewater  
Name of agency requesting FFC change

REQUESTOR: M-F Lead  
First and last name of person at agency requesting the change

REQUESTOR TITLE: FWD  
Title of person requesting change (e.g. Mayor, City Planner, City Clerk, etc.)

REQUESTOR PHONE: 541-999-9999  
Phone number of person requesting the change (xxx-xxx-xxxx)

REQUESTED DATE: MM/DD/YYYY  
Date change is being requested (typically the date this form is filled out)

**FFC CHANGE REQUEST - information required to request a change**

ROAD NAME: Freewater Highway  
Name of roadway

EXISTING OR PLANNED: Existing Roadway  
Is the roadway existing or planned for the future?

CITY: Milton-Freewater  
Name of the city/town the roadway is within. If the roadway is not within a city/town, please enter 'none'.

COUNTY: Umatilla County  
Name of the county the roadway is within.

TRANSPORTATION SYSTEM PLAN: Milton-Freewater TSP  
Is the roadway in the transportation system plan? If yes, please provide the date of the plan (month, day, year if possible). If no, please type 'none'.

JURISDICTION: ODOT

FFC TYPE PROPOSED: Minor Arterial  
The proposed federal functional classification type for the roadway.

0  
Milepost at beginning of change request if known.

Update Delete

Example Demonstration in Webinar



# Key Considerations for Adjusting FFCs

- **FFC should reflect current function**
  - Planned roads can only be included if funded for imminent construction.
- **ODOT FFC and MPO/LPA FFC should not be in conflict.**
- **Rural/Urban designation will be dictated by the FAUB.**
- **FFC should follow FHWA guidance** *(see slide 9 for link)*:
  - **Consider access and mobility given local context**
  - **Other factors:**
    - Speed limit
    - Route spacing
    - Annual Average Daily Traffic (AADT)
    - No. of travel lanes
    - Regional/statewide significance
    - System continuity



# Q & A

- Questions?

